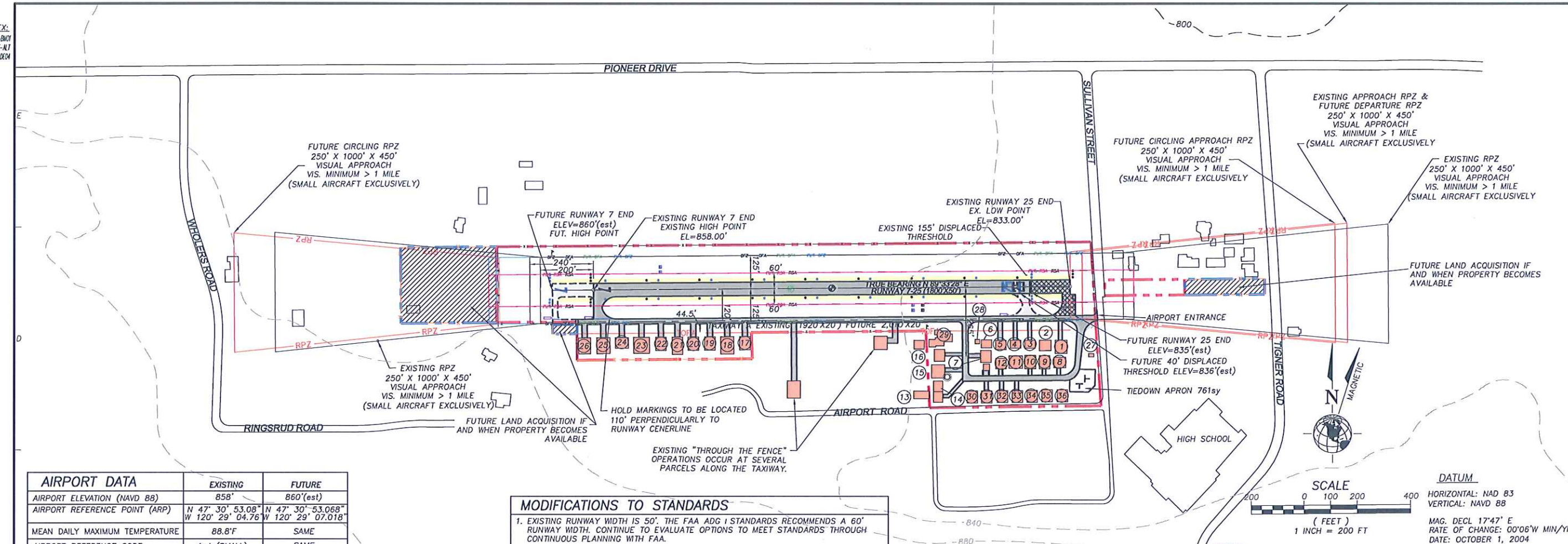


DWG INDEX:  
32101-32101-001  
32101-32101-002  
32101-32101-003



AIRPORT DATA		EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)		858'	860'(est)
AIRPORT REFERENCE POINT (ARP)		N 47° 30' 53.08" W 120° 29' 04.76"	N 47° 30' 53.068" W 120° 29' 07.018"
MEAN DAILY MAXIMUM TEMPERATURE		88.8°F	SAME
AIRPORT REFERENCE CODE		A-1 (SMALL)	SAME
AIRPORT MAGNETIC VARIATION & DATE		N17°47'E OCTOBER, 2004	SAME
NPIAS SERVICE LEVEL		GA	SAME
TAXIWAY LIGHTING		NONE	SAME
TAXIWAY MARKING		NONE	CENTERLINE
TERMINAL NAVAID		ROTATING BEACON	SAME

RUNWAY DATA		EXISTING		FUTURE	
		R/W 7	R/W 25	R/W 7	R/W 25
ARC		A-1 (SMALL)		SAME	
CRITICAL AIRCRAFT		CESSNA 172		SAME	
WINGSPAN (FEET)		36.1		SAME	
MAX. TAKE OFF WEIGHT		2,450 LBS		SAME	
RUNWAY DIMENSIONS (L/W)		1800' x 50'		SAME	
PAVEMENT TYPE		ASPHALT		SAME	
PAVEMENT DESIGN STRENGTH		S-8,000LBS		SAME	
RUNWAY LIGHTING		MIRL		SAME	
RUNWAY MARKING		BASIC		SAME	
EFFECTIVE GRADIENT (%)		1.36		SAME	
LINE OF SITE REQUIREMENTS		REQUIREMENTS ARE MET		SAME	
APPROACH CATEGORY		VISUAL		SAME	
APPROACH VISIBILITY MINIMUMS		>1	>1	>1	>1
VISUAL APPROACH AIDS		NONE	PAPI	PAPI	PAPI
INSTRUMENTAL APPROACH AIDS		NONE	NONE	NONE	NONE
		STANDARD	ACTUAL	STANDARD	ACTUAL
RSA SAFETY AREA (WIDTH/LENGTH FROM RUNWAY END)		120' 240'	50' 360'	120' 240'	50' 360'
OFA DIMENSIONS (WIDTH/LENGTH BEYOND APPR. END)		250' 240'	250' 360'	250' 240'	250' 360'
OFZ DIMENSIONS (WIDTH/LENGTH FROM RUNWAY END)		250' 200'	250' 200'	250' 200'	250' 200'
RUNWAY END COORDINATES NAD 83		N 47° 30' 53.05" W 120° 29' 17.87"	N 47° 30' 53.11" W 120° 28' 51.65"	N 47° 30' 53.038" W 120° 29' 20.128"	N 47° 30' 53.098" W 120° 28' 53.908"
DISPLACED THRESHOLD END COORDINATES NAD 83		N/A	N 47° 30' 53.102" W 120° 28' 53.74"	N/A	N 47° 30' 53.10" W 120° 28' 54.342"
RUNWAY END ELEVATIONS		858'	833'	860'(est)	835'(est)
APPROACH SLOPES		20:1	20:1	20:1	20:1
		10:1	6:1	20:1	20:1
DECLARED DISTANCES		1800'	1800'	1800'	1800'
TORA		1800'	1800'	1800'	1800'
TODA		1800'	1800'	1800'	1800'
ASDA		1800'	1800'	1800'	1800'
LDA		1800'	1645'	1800'	1760'

#### MODIFICATIONS TO STANDARDS

- EXISTING RUNWAY WIDTH IS 50'. THE FAA ADG I STANDARDS RECOMMENDS A 60' RUNWAY WIDTH. CONTINUE TO EVALUATE OPTIONS TO MEET STANDARDS THROUGH CONTINUOUS PLANNING WITH FAA.
- EXISTING RUNWAY TO TAXIWAY SEPARATION IS 120'. FAA ADG I STANDARDS RECOMMENDS 150' SEPARATION. CONTINUE TO EVALUATE OPTIONS TO MEET STANDARDS THROUGH CONTINUOUS PLANNING WITH FAA.
- EXISTING TAXIWAY WIDTH IS 20'. THE FAA ADG I STANDARDS RECOMMENDS A 25' WIDTH. CONTINUE TO EVALUATE OPTIONS TO MEET STANDARDS THROUGH CONTINUOUS PLANNING WITH FAA.
- EXISTING OFA LENGTH BEYOND RUNWAY 25 IS 85'. THE FAA STANDARD FOR ADG I RECOMMENDS 250'. THE OFA LENGTH WILL MEET STANDARDS ONCE THE RUNWAY 25 THRESHOLD IS RELOCATED.
- EXISTING RSA WIDTH IS 50'. FAA STANDARD IS 120'. FILL AND GRADING WORK WILL BE COMPLETED AS NECESSARY TO BRING RSA WIDTH TO STANDARD.
- EXISTING RSA LENGTH BEYOND BOTH RUNWAY ENDS IS NON-STANDARD. THE RUNWAY WILL BE SHIFTED 155' TO THE WEST TO ACHIEVE STANDARD SAFETY AREA ON THE RUNWAY 25 END. ADDITIONAL PROPERTY WILL BE PURCHASED ON THE RUNWAY 7 END TO ACHIEVE STANDARD SAFETY AREA.

#### BUILDINGS/FACILITIES

	EXISTING/FUTURE			EXISTING/FUTURE	
	BLDG/FAC	TOP ELEV.		BLDG/FAC	TOP ELEV.
HANGAR	1		HANGAR	19	
HANGAR	2		HANGAR	20	
HANGAR	3		HANGAR	21	
HANGAR	4		HANGAR	22	
HANGAR	5		HANGAR	23	
HANGAR	6		HANGAR	24	
HANGAR	7		HANGAR	25	
HANGAR	8		HANGAR	26	
HANGAR	9		PUMPHOUSE	27	
HANGAR	10		PILOT LOUNGE	28	
HANGAR	11		PRIVATE RESIDENCE	29	
HANGAR	12		HANGAR	30	
HANGAR	13		HANGAR	31	
HANGAR	14		HANGAR	32	
HANGAR	15		HANGAR	33	
HANGAR	16		HANGAR	34	
HANGAR	17		HANGAR	35	
HANGAR	18		HANGAR	36	

#### LEGEND

	EXISTING	FUTURE
AIRFIELD PAVEMENT		
ROADWAY	TIGNER ROAD	N/A
AIRPORT BUILDINGS		N/A
PAVEMENT REMOVAL	N/A	
LAND ACQUISITION	N/A	
PROPERTY LINE		
R/W OBJECT FREE AREA	—OFA—	—FUT OFA—
R/W SAFETY AREA	—RSA—	—FUT RSA—
R/W OBSTACLE FREE ZONE	—OFZ—	—FUT OFZ—
RUNWAY PROTECTION ZONE		—RPZ—
T/W OBJECT FREE AREA	—TOFA—	SAME
20' BUILDING RESTRICTION LINE	—BRL—	SAME
AIRPORT REFERENCE POINT	ARP	FUT. ARP
RUNWAY LIGHTS		
AIRPORT FENCE		
CONTOUR/ELEVATION	840	SAME
BEACON		N/A
PAPI		
HOLD LINES		
SIGN	N/A	
RSA GRADING/FILL	N/A	
WINDSOCK		N/A
MARKINGS	25	25

"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0000-03) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

#### NOTES:

- CASHMERE-DRYDEN AIRPORT IS OPERATING UNDER A "MAINTENANCE ONLY" MODE AS AGREED UPON BY AIRPORT SPONSOR AND FAA IN LETTER DATED 3/13/07.
- RUNWAY 25 THRESHOLD RELOCATED (SHIFTED TO THE WEST) TO PROVIDE STANDARD RUNWAY SAFETY AREA. THRESHOLD DISPLACED TO PROVIDE A CLEAR APPROACH OVER SULLIVAN STREET BASED ON 20:1 THRESHOLD SITING SURFACE, NOT PART 77 20:1 APPROACH SURFACE.
- RUNWAY 7 EXTENDED TO THE WEST TO MAINTAIN 1,800' RUNWAY LENGTH.
- THERE ARE EXISTING TREES TO THE WEST OF RUNWAY 7 THAT PENETRATE THE FAR PART 77 SURFACES. BASED ON DATA COLLECTION EFFORTS IN 2004, THERE APPEARS TO BE A GROUP OF TREES APPROXIMATELY 525 FEET FROM THE EXISTING END OF RUNWAY 7 APPROXIMATELY 108' IN HEIGHT. THIS INFORMATION WAS NOT OBTAINED BY A LICENSED SURVEYOR. THE PROPOSED DISPOSITION OF THESE TREES IS PROVIDED ON SHEETS 3 AND 4.
- CURRENT MODIFICATION TO STANDARD IS IN EFFECT FOR EXISTING 50' RUNWAY WIDTH. AT THE TIME IMPROVEMENTS ARE PROPOSED FOR THE RUNWAY, THE AIRPORT AND FAA MAY DISCUSS INCREASING THE RUNWAY WIDTH TO 60'.
- THERE ARE NO OFZ OBJECT PENETRATIONS.
- A WIND ROSE IS NOT AVAILABLE FOR THE CASHMERE-DRYDEN AIRPORT.
- THE AIRPORT WILL BE OPEN TO OBTAINING AN INSTRUMENT APPROACH PROCEDURE FOR THE CASHMERE-DRYDEN AIRPORT THAT IS A CIRCLING APPROACH THAT RELIES ON A VISUAL FINAL APPROACH TO THE AIRPORT ENVIRONMENT IF THIS BECOMES AVAILABLE TO THE AIRPORT.
- THE DECLARED DISTANCES TABLE DOES NOT REPRESENT STANDARDS. THE FUTURE RUNWAY MARKING AND IDENTIFICATION PROJECT SHOULD ADJUST THE TABLE.
- THROUGH THE FENCE AGREEMENTS SHALL MEET FEDERAL GRANT OBLIGATIONS AND SUBJECT TO FAA APPROVAL.

#### APPROVAL BLOCK

AIRPORT SPONSOR:

Signature

Title

Date

FEDERAL AVIATION ADMINISTRATION:

Signature

Title

Date

Approval letter dated

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### WSDOT AVIATION DIVISION CASHMERE-DRYDEN AIRPORT AIRPORT LAYOUT PLAN

WASHINGTON

DRAWING FILE NAME:  
32101-AIRP-LP01

PROJECT NO. 32101

CASHMERE  
SCALE: 1"=200'

DESIGNED BY: DKM	CHECKED BY: DKM
DRAWN BY: CMB	APPROVED BY: DSW
LAST EDIT: 2/27/2009	PLOT DATE: 2/27/2009
DATE BY REV	REVISION
	CK/DAPR

SHEET

2



Washington State  
Department of Transportation